However, after the Kuomintang came into control, railway building was resumed in China proper. By the year 1942 the line between Canton and Wuchang had been completed and various other roads, notably in Hunan, Kiangsi, Anhui, Kwangsi, and Chekiang, had been built.

What the railway failed to provide was supplied in part by the automobile. Especially in the decade before 1937, this new type of conveyance came into widespread use. Thousands of miles of road were built, hundreds of them being even in such relatively backward provinces as Kwangsi, Kansu, and Kweichow. After the retreat to the West in 1938 the construction of roads was pushed in Yunnan and Szechwan. Much of the construction was by military leaders for the operations of their armies, but a large proportion was for peaceful purposes. Motor omnibuses plied between many of the leading cities. Moreover, in numbers of cities new, broad streets were constructed, even through congested districts, and here and there city walls were torn down and replaced by broad thoroughfares. These made possible the use of automobiles in centers where the old narrow streets would have prevented it. However, most of the automobiles were in the ports, especially Shanghai, and the vast majority of the city streets were left as before, impassable or inconvenient for motor cars. Moreover, most of the new highways had dirt surfaces. Very few would support traffic in heavy trucks. The automobile was still employed almost exclusively for passengers and not for freight. Except for the infrequent railways, the latter was, perforce, transported as formerly by boat, on the backs of men and animals, or by cumbersome carts. Late in the 1930's and in the 1940's the

exigencies of war increased the use of trucks for freight. Between 1941 and 1945, because of the Japanese blockade, new cars could not be brought in and other fuels had increasingly to be substituted for gasoline.

Marked development was registered in steam navigation, most of it on the coastal waters and the Yangtze and its tributaries. Though Chinese companies were growing, most of the larger steamers were foreign-owned. Long before 1937 the "fire wheel boat" had penetrated even into Szechwan, craft with especially powerful engines plying the dangerous gorges which were the main outlet from that great inland province. Bicycles were in-